

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet,
the French packet of the 15th, and Royal
Mail packet of the 24th, of the month.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freight and charters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

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RIO DE JANEIRO, JUNE 5TH 1880.

THE Rio Grande Commercial Association met on the 15th ult., for the purpose of receiving the report of a committee charged with drawing up a protest against the new additional tax of 1 1/2 per cent. on foreign goods reshipped from one Brazilian port to another. After calling attention to the injustice of levying this tax on the shipment of goods from Rio Grande to Pelotas and Porto Alegre, which the committee designate as only different anchorages of the same port, the report pronounces the tax abusive, out of place, vexatious and illegal. The committee asserts that the term *cabotagem* can only and does not refer to the maritime commerce between the ports of different provinces, and that the tax can not therefore be justly imposed upon the trade between the ports of the same province. In respect to the trade between the three cities named, the committee declares it to be interior and fluvial and not subject to the provisions of the law. Finally, after pointing out the waste of time and annoyances arising through the enforcement of the *imposto expediente*, the committee urges the immediate memorializing of the imperial government for the repeal or annulment of the same with reference to the port of Rio Grande do Sul. The report was at once adopted and the committee was instructed to draw up the memorial. We believe the merchants of Santos have also presented a similar memorial against this unwise and unjust tax, which in the latter case does not refer to the imposition of the tax upon goods in transit between ports of the same province. In this last case the tax is imposed upon foreign goods reshipped to the city of São Paulo by way of Santos and does not tax them when shipped overland by way of the Dom Pedro II railway. A tax which is capable of such discriminations and vexations can neither be just nor politic, and its repeal should not be delayed one moment.

THE municipal authorities New Orleans, Natchez, Vicksburg, and for that matter, all the cities and towns along the line of the Mississippi, up to Memphis, are enlarging the powers of their several boards of health, with a view to the avoidance of pestilence or the return of warm weather. Street-cleaning, improved sewage, and the summary suppression of nuisances are the order of the day. The most hopeful feature of the case is that the merchants and business men, especially of New Orleans and Memphis, are moving in the matter themselves and not leaving it to local authorities, who have heretofore pocketed the money and, as has often been the case even in our own city, left the work unperformed.—*A. Y. Com. Bulletin*, Feb. 18.

We take pleasure in calling the attention of the board of health to the above extract with a hope that something will be found in it worthy of emulation. "An ounce of prevention is worth a pound of cure," says a good old maxim, and no one should have a better appreciation of that fact than municipal health boards. No one has yet begun to predict the calamities of the next hot season, but the possibilities of an epidemic are always with us. In view of the unexpected results of Inspector-general Comendador Jardim's engineering we may or we may not have an abundance of water, and the street mains may or may not be laid. At all events, a wise policy demands that the health authorities shall at once begin to take precautions against the possible return of yellow fever. They should see to it that all the necessary street work, in the laying of water pipes and paving, should be done during the cool season, that all those filthy alleys, back streets, cortiços, etc., should be thoroughly cleaned and kept in order, that all those pestilential cow stables should be removed from the densely-inhabited parts of the city, and that there should be a strict

observance of sanitary requirements in the construction of buildings. We would suggest also, as we have done again and again, that there should be some prohibition placed upon those disgraceful, intolerable street nuisances, which no self-respecting people can or would tolerate.

THE minister of finance has nominated a commission of six treasury and customs officials to revise the new tariff. The public will scarcely receive this item of news with gratification, as tariff revisions in Brazil have become synonymous with tariff elevations. The fair promises made by the late minister of finance, in providing for the last revision, were accepted by many merchants as a guarantee that their interests would receive due consideration. The invitation extended to them to assist in the work of revision was accepted as a proof of the minister's good intentions. The result of this revision is well known, and it will be some time before the merchants of this city will forget the deception practiced upon them. After all the time they spent in discussing the subject, and in preparing a simpler and juster scale of duties, they found themselves shut out from participation in the final revision and denied all knowledge of the completed work until its publication, although they were given to understand that it would not be put into force before being submitted to them. They then discovered that wherever they recommended a higher rate, the recommendation was accepted, but wherever they pointed out the necessity of reducing the rate the recommendation was discarded. In the matter of classification, too, their proposed changes were in very many cases ignored, and many of the vexatious regulations of which they had so often complained were either retained or changed for the worse. That tariff went into force on the 1st of January last, and in the short space of five months the government itself has reached the conclusion that something is wrong. It is needless to urge, perhaps, that the merchants reached this same conclusion even before the new tariff went into force, and the course of trade since has verified that conclusion over and over again. When a tariff brings the merchant into immediate and continuous conflict with the customs authorities, something is wrong; when the tariff decreases the importation and sale of certain lines of goods, something is clearly wrong; when a tariff increases the cost of living to the working classes and therefore decreases their ability to obtain the necessities and little comforts of a frugal life, something is gravely wrong; when a tariff increases the difficulties of collection, increases the burdens of taxation, increases the complaints of the people, and at the same time decreases the public revenue, something is radically and seriously wrong. All this the new tariff has done, and it is full time that it should be changed. In view of the fact that the custom house receipts for the month just closed are 837,426 below the receipts of May, 1879, and the receipts for the five months ending May 31, are 41,125 below the receipts of the corresponding period of 1879, it is clearly evident that the government is not gaining by the new tariff. Giving all due allowance for the decreased receipts from coffee exports during the past month, the customs income still presents a highly unfavorable appearance as the receipts from the increased importation of goods in anticipation of the new tariff—including the goods which were entered for dispatch before January 1st upon which duties are still being paid, and the large quantity of goods which arrived just too late for dispatch under the old tariff—will more than offset any apparent balance in favor of the present year. This falling off in the revenue and the late criticism on the legality of the new tariff are undoubtedly the cause which have led to this projected revision. Could the treasury and customs authorities be convinced that they have now exceeded the revenue limit of taxation, and that a decrease in the tariff is the only way to secure an increased revenue, we should hail this appointment of a commission with gladness. The official traditions, however, are all opposed to such a course, and the mercantile community will probably await the issue with resignation.

DURING the past four years the New York department of public works has added to the Croton water system 20 miles of distributing pipes, making the present total of pipes 480 miles. The Croton aqueduct supplies 95,000,000 gallons a day. The elevated railroads consume over half a million gallons daily.

RAINFALL AT MORRO VELHO.

The last number of the *Revista de Engenharia* contains an interesting article by our friend Prof. Orville A. Derby, on the rain-fall at Morro Velho, province of Minas Geraes, based on the records kept by the São João del Rey Gold Mining Co. These were kindly furnished by the superintendent, Mr. Pearson Morrison, to Prof. Derby in his recent trip through that province.

In a country in which statistical information of all kinds is so difficult to obtain even when it exists, no better proofs of the enlightened management that characterizes that company and has made it so great a success can be produced than the fact that it has carefully recorded and tabulated the rain-fall of the place during twenty-five years and has freely placed the record at the service of the public.

The article being too extensive to quote entire we make the following extracts from it referring for fuller information to the table in the *Revista*:

Morro Velho is situated in the valley of the Rio das Velhas some thirteen Brazilian leagues from the source near Ouro Preto and about two leagues from the city of Sabará, the head of navigation on that river. It is close to the western margin of the high mountainous plateau of Minas which forms a part of the great mountain system to which Von Eschwege gave the name of Serra do Espinhaco and is at an elevation of about 700 metres above the level of the sea, the mountains in the vicinity rising from 360 to 1,068 metres above the valley in this place. The climate is therefore that of the high mountainous lands and although the rain-fall is probably lower than in the eastern portion of the mountainous belt it is higher than in the lower plains to the westward which characterize the greater portion of the valley of the Rio das Velhas and the upper portion of the valley of the São Francisco.

The annual mean of the rain-fall for the 25 years (1855-1879) is 1,637 mm., being higher than that of Rio de Janeiro (1,120 mm.) and of Centro (1,437 mm.), the only points of the empire in which records have been kept for a sufficiently long time to permit a comparison. The range is from 1,154 mm. in 1872 to 2,220 mm. in 1858. The rain-fall is very unevenly distributed throughout the year there being a well marked wet, and dry season each of six months duration—the former extending from October to March, the latter from April to September. The mean for the wet season is 1,457 mm. or 80% of the whole, that for the dry season being 180 mm. or 11%. The wettest month is December (390 mm.) the driest, July (11 mm.). The wet season maximum is 2,002 mm. in 1875-76, the minimum 858 mm. in 1872-73. The dry season maximum is 346 mm. in 1871, the minimum 71 mm. in 1878. The greatest rain-fall in any one month was 762 mm. in December 1856. The least occurs in the month of June, July and August, the mean of which is 39 mm. for three months, there having been twelve years with absolutely no rain (or less than 5 mm.) during all three. In 1869 only 2 mm. fell between the end of May and the beginning of October, a period of four months.

With the exception of the annual drouth of the dry season the region has not suffered during these 25 years any severe drouth, the minimum annual rainfall (985 mm.) which being distributed through six months of the year is sufficient for ordinary agricultural purposes. During the three years 1877-79 in which a great portion of northern Brazil suffered so severely, the rain-fall at Morro Velho was above the average in the season of 1876-77, considerably below in that of 1877-78 (1,071 mm.) and but slightly below in that of 1878-79. The table presents no evidence of periodicity corresponding to the eleven years' periods discovered by Hunter in the rain-fall of southern India, and in that respect differs from the tables of Rio de Janeiro and Ceará which show some evidence of such periodicity.

THE ATMOSPHERE
AND YELLOW FEVER.

During the yellow fever epidemic of 1879, Mr. William Van Slooten, C. E., of New Orleans, made chemical analyses of the air from September 9 to November 24, and found, according to Dr. Clevings of Fort Lee, N. J., a series of extraordinary variations in the amount of free and albuminoid ammonia to the million of cubic feet of atmosphere. These corresponded very curiously with progress and fluctuations of the epidemic. For instance, on September 9 the analysis showed 125.62 grains of free and 350.56 grains of albuminoid ammonia to each 1,000,000 of cubic feet of air. On September 19 the amount of albuminoid ammonia stood at the extraordinary figure of 400.75 grains. This was its highest point, and, with many fluctuations from day to day, it gradually declined as the epidemic waned out its fury, until on November 24 the amount was only 47.25 grains. The curve of the free ammonia was less regular, but the decline had a general correspondence with that of albuminoid, until on November 24 the amount had fallen to 23.31 grains. The amount of ozone showed a similar variation from half a grain per cubic foot of air on September 18, to seven grains on October 22, from which it appeared that the increase of ozone was accompanied by a constant decrease of ammonical products. The fluctuation of both from day to day week to week, as the wave of the epidemic rose and fell, was very striking.—*Scientific American*.

TWO hundred and fiftieth anniversary of the settlement of Boston, U. S., will be celebrated on the 17th of September next.

The number of immigrants arriving at the port of Boston, U. S., was 21,683; and during the quarter ending March 31, 35,825.

LEGISLATIVE NOTES

—Now that the two chambers have finally settled into the harness, the sessions have been less interrupted and more business has been accomplished, though the great bulk of it is of a private or routine character. In the Senate much work of a political character has been transacted through the medium of the reply to the speech from the throne, which entered into discussion on the 24th ult. As this subject generally gives occasion for endless discussions on all sorts of political questions, it is likely to continue for some time yet. In addition to this the Senate has spent some time in discussing a bill on the legitimacy of spurious children. On the 4th inst. the Visconde de Pelotas and Counselor Gaspar Silveira Martins were admitted as senators from Rio Grande do Sul without discussion.

—On the 24th Senator Teixeira Jr. addressed an interpellation to the government on the disturbances in Campos and in various parts of the empire. He called attention to the general lack of personal security and the frequent breaches of law and good order. In reply the minister of justice said that the government would not fail to withdraw its confidence from all police *delegados* who proved themselves unworthy of it. The Visconde do Rio Branco also alluded to the question on the 25th. On the 1st inst. the minister of justice presented a bill in the interests of this subject. It provides for a special chief of police, having extraordinary powers, for the upper Rio S. Francisco, who shall have a special force of 100 men to preserve order.

—In discussing the reply to the speech from the throne on the 24th, Senator Silveira da Motta referred to the imperial announcement that public tranquillity remains undisturbed and then called up the disturbances of January 1st. He condemned the course of the late ministry in the severest terms. On the 25th, the Visconde do Rio Branco also condemned the acts of the Shiminbi ministry with relation to the *zinotos* riots, and contested the legality of its course in its revision of the tariff. He argued that the commission had no right to impose duties on free goods, nor to elevate the rates on articles not mentioned in the laws of Oct. 20, 1877, and Oct. 31, 1879.

—In the Chamber the work has been much more varied. One of the chief topics has been the discussion of Rio Grande affairs. As this is simply a political quarrel between two branches of the liberal party in that province, it has no special interest.

It serves as a pretext for Deputy Fernando Osorio to go into opposition. Mr. Morris N. Kohn's project for erecting a hotel in the Passeio Público came before the Chamber on the 24th, and was at once killed by a few timely words from Deputy Joaquim Nabuco in favor of the retention of the Passeio as a public garden. The special committee on the Rainha project for electoral reform made its report on the 25th, a few slight modifications having been made in it. It entered into discussion on the 2nd inst. Deputy Carlos Alfonso returned to the defense of his brother, Ex-Minister Alfonso Celso, on the 25th, in the reissue of redeemed currency, and of the law in the ministry in the matter of re-affirming the duration of the Botanical Garden tramway privilege. On the same date Deputy Fernando Osorio made an effective *exposé* of the present ruined state of the Brazilian navy, and urged the acquisition of new vessels, not by purchase in Europe, but by building them in Brazilian shipyards.

—The accident to the Pedregulho reservoir was brought before the Senate on the 26th and 27th inst. by Senator Corrêa, and before the Chamber on the 28th by Deputy Freitas Coutinho. On the 1st inst. Deputy Moraes Jardim, inspector of public works, replied to the interpellations in the Chamber. He asserted that the injury is not at all serious, and that he had not "the least hesitation in assuming the fullest responsibility not only for that construction, but for all the works executed under his direction." He would guarantee that when the infiltration of water through the fissure was checked, for which he had taken provisions, no other measures would be necessary and the reservoir would last eternally.

LOCAL NOTES

—The American packet *City of Pard* arrived at noon yesterday, after an unusually long voyage.

—Major Samuel A. Porter, retired list, U. S. A. well known to many Americans of this city, died in Boston, April 21st.

—We are pleased to note that one of the features of the Canudos celebration is to be a regatta on the 17th inst. on the bay of Botafogo. This is recognizing an element in education only too long neglected in Brazil. Even the foreign residents of the city, like the Brazilians, are too apt to plead the climate as an excuse for every phase of exercise tending to develop physical manhood. Boating has almost classical authority for its practice, and in Europe many leading men of every line have been rowers of boats in friendly contests. A few disdain the phase of physical education as opposed to high mental development, yet Thomas Hughes, at Oxford, was no lower in the class lists for being a cricketer and boatman; George Denham, now on the bench, was not prevented from attaining the honors of classical tripos by twice rowing in the Cambridge crew; Waddington, the eminent French statesman, rowed in the winning crew while at Cambridge; and many others might be named who excelled in sports and achieved high places in the state. With the finest bay in the world, the youth of this city should make boating a means of developing their frames, thus fortifying themselves against the insidious approaches of the fevers which carry off scores yearly simply because their ill-developed bodies offer no resistance to the slightest attacks. This sport is beginning to be received with favor as is shown by the fact that for the first time in Brazil one of the prominent colleges will be represented on the course—two of the boats being manned by the students of the Escola Militar. The re-appearance of the Guanabara Club in the lists is an evidence of continued vitality which will be gratifying to its friends.

—On the 24th ult., 336 immigrants were sent up to the barracks at Barra do Piraí.

—The quarantine at Baixos-Ayres on vessels arriving from this port has been reduced to three days.

—Decrees 7,719 and 7,721, of the 15th ult., granted concessions for coffee machinery to Luiz José Gonçalves Neves.

—The late elections in Minas Geraes have confirmed the promotion of Deputy Lima Duarte to a seat in the ministry.

—The public debt of the city of Rio de Janeiro, according to a report to the minister of empire of the 21st ult., is 2,171,073,779.

—The Canudos celebration begins on the 10th inst. Every one will celebrate, even the United Blacksmiths and Crispins' Union.

—At the instance of Alderman Nobre the city council has voted an annual premium of 3,000\$ for the education of two young ladies who shall dedicate themselves to some learned profession and pursue a course of study necessary to its attainment.

—Antonio José dos Santos was captured, on the 27th ult., in the act of robbing two trunks at No. 25, Rua do Regente. Six months hence, Antonio will appear before a jury where he will deny all knowledge of the charge, and will be discharged accordingly.

—Has anyone heard anything about the confiscation of the São Christóvão tramway? According to the annual report that line carries more passengers than the Botanical Garden line, and as it expends little money in keeping its track, rolling stock and animals in good order, its gains must be very large. Besides that it does not carry so many grateful government officials on free passes, under government requirement, hence its large traffic means larger dividends. Truly this line would be a mine of wealth to the other aldermen.

—Alderman J. Ferreira Nobre presented a protest in the municipal council on the 22nd ult., against the extension of the time of the Botanical Garden street railway privilege, in which he proposed that the city authorities should respect the rights of that company no longer than 1886. Even this moderate concession on the part of the council is more than the reputation of that body warrants us in expecting. There has been no extension of time, as Alderman Nobre well knows; and there is no agreement by which this property will revert to the city. Will therefore be in perfect order for the illustrious *enterpreneur* to move for the immediate confiscation of the company's property.

—An enthusiastic demonstration in honor of the popular Rio Grande statesman, Senator-elect Gaspar Silveira Martins, took place on the evening of the 27th ult. A great crowd of his friends and admirers assembled at his residence in Rua de Olinda, Botafogo, where many speeches were made congratulating him on his recovery from his late illness and on his return to an active participation in the legislative affairs of the nation. The illustrious orator of the advanced Brazilian liberals replied briefly to the addresses, after which he received the personal congratulations of his friends. The prophecy of Silveira Martins, on leaving the Shiminbi cabinet, that he should fall on his feet, has been more than realized.

—Senator Junqueira has "some doubts" about the "pretended rights" of the Botanical Garden line in its status of 1862, because "it petitioned so many times for the recognition of the term marked in them." Now if the illustrious Thomas will just look back a little and see how easy it has been for ministers to violate the terms of this contract, even to the granting of the Copacabana concession in open violation of the company's contract, his doubts will all be removed. The company has grown rich, and its cash box has become a powerful temptation to the hungry and unscrupulous politician. It is quite natural, therefore, that the company should seek to protect itself by an official assurance from every minister. The time when senators, and deputies, and aldermen can be fully and implicitly trusted in such matters, will put an end to all further anxiety.

—The new iron steamship *Columbia*, Capt. Frederick Bolles, of the Oregon Railway and Navigation Company, en route for San Francisco, entered this port for coal on the morning of the 29th ult. She left New York on the 9th ult., and made the trip to this port in 19½ days, running at medium speed.

The *Columbia* was built by Messrs. John Roach & Son for the San Francisco and Portland, Oregon, service and is unquestionably one of the finest specimens of marine architecture afloat.

Her dimensions are 334 feet over all, 38½ feet beam and 23 feet in depth of hold. She has an indicated

horse power of 2,300, a register of about 30,000 tons and superior accommodations for 200 first-class passengers.

She is furnished with 200 Edison electric lights—the first steamer fitted up with them—which have thus far worked in the most satisfactory manner. Every stateroom, the cabins, officers' rooms and all the passages are provided

with these lights, the electricity for which is furnished by four Edison dynamo machines in the engine room. Each light has a lock switch and is under the control of the steward. The powerful electric head light is of 1600-candle power and is run by a Weston electric machine. The different parts of the steamer are connected by telephones and electric bells. The vessel is also provided

with the Holy water system from which all parts are constantly provided with water and at a pressure sufficient for use in case of fire. The inside finish is of hard woods and is noteworthy for its substantial and elegant character. In all respects, the *Columbia* is one of the most complete and well-built ocean steamers that we have ever seen.

She carries a full cargo of locomotives, cars, and railway supplies for Portland, and left this port for San Francisco on the morning of the 31st. We are indebted to Captain Bolles and Chief-engineer Henderson, who supervised her construction, for their papers and many courtesies.

THE RIO NEWS.

The quarantine at Montevideo on shipping arrivals from Brazil has been abolished.

The coasting steamer *Rio de Janeiro* sailed for the southern provinces on the 28th ult. with 141 immigrants.

The committee of arrangements for the Camões commemorative celebration announce a regatta on Botafogo bay on the 13th inst.

Decree 7,720 grants a five years' privilege to Luiz Augusto Marins Freire for the manufacture and sale of a sewing machine of his invention.

A counterfeit treasury note of 200\$ was detected at the Caixa de Amortização on the 31st, where it was offered for exchange. It is said to have come from S. Paulo.

According to a statement made by Saldanha Marinho in the Chamber on the 1st, Brazil has a voting population of 4,318,000, of which 3,000,000 cannot read and write.

We are informed that no water has been supplied to the city through the Pedregulho reservoir since its opening on the 27th ult. The water simply flowed out into the bay. The lake to get water into an unfinished reservoir was simply *para Ingles*.

It is now understood what caused that great earth slide on the Santos railway last February. It was the vibration of the mountain caused by the stationary engines and inclined planes used by the railway company. We would suggest the immediate removal of those inclined planes to level ground.

A man named José Lopes Peres was found fatally stabbed in the Praça da Aclamação on the evening of the 27th ult. He lived long enough to tell his name, and to relate that he had been attacked and stabbed by an unknown person. The same night some girls were caught in the same square rifling the pockets of a drunken man.

The city council, on the 29th ult., renewed its contract with Pedro Bissosio for four years for the preservation and repair of the street pavements of Rio de Janeiro. The contract calls for an expense of 150,000\$ per annum. This is probably one of the most lucrative jobs in the city, judging from the questionable manner in which the streets are generally repaired.

The minister of finance has nominated the following officials as a commission to revise the new tariff now in operation: Conselheiro Joaquim Antônio Fernandes Leão, Sr. Antonio Lutz Fernandes da Cunha, Acting-inspector Carlos A. de Sampayo Viana, Inspector (Peranambuco custom house) Fabio Alexandre de Carvalho Reis, Sr. Alexandre Afonso da Rocha Sattamini and José Kiheno da Cunha. The two first are treasury officials; the four last are customs officials.

The daily mortality reports of the Misericordia hospital show that the total deaths from all causes in this city during the month of May was 941, an average of 30.4 per day. The number of deaths from yellow fever was 105, an average of 3.4 per day. The number of deaths from other fevers was 80, and from consumption 155. The annual average death rate was 34.1 per thousand. The number of deaths from yellow fever in this city from January 1 to May 31 is 1,318, which added to the 164 deaths of foreign sailors at Jurujuba up to April 30, as reported to the British consulate, gives a total of 1,482.

The total receipts of the Sailors' Mission since our last report (April 15), including 150,000\$ left over from the month of March, have been 2,000,000\$. The expenses during the same period were 2,740,000\$, of which 90\$ were expended for rent, and 180\$ for the salary of the missionary. This leaves a balance of our hand of 165,000\$. We would call the attention of our readers to one item of this report which should appeal strongly to their sympathy. The salary of the missionary, Rev. Mr. Curran, is given as only 184\$ for two months' service. This sum is clearly inadequate for the service rendered, and we hope that the friends of the mission will lose no time in advancing it a sum in keeping with the class and amount of work performed.

The *Gazeta* of the 1st inst. relates that the glassware and crockery merchants of this city entered a protest with the Commercial Association some time since against the new customs tariff. The association received a committee from the merchants and were convinced of the justice of their protest. A memorial was sent to the treasury by the association in the interests of the merchants whose trade was suffering injuries from the operations of the tariff. After waiting some time for a reply one of the interested parties went to the treasury and there discovered that the memorial was still in the hands of a door-keeper, who had kept it because a stamp was lacking. From this it seems that even door-keepers have the power to inflict vexatious delays and annoyances not only upon an important branch of trade, but upon the leading commercial body of Brazil.

Among some of the strange proceedings of the police authorities, for which there is no apparent reason, is the custom of seizing upon all 3rd-class passengers as immigrants, transporting them through the city under guard, and sending them up the Dom Pedro II railway to Barra do Piraí. It is well known that many people come out 3rd-class who are not immigrants and who have friends or families here. The sending of such people up country as immigrants is therefore absurd, often very unjust. And as to the immigrants, what cause can there be for carrying them about under guard like condemned criminals? It is an uncommon sight to see these poor people transported through the streets in strongly guarded carts en route to the railway station. It is certainly an ungracious welcome to the poor immigrant who has left his home at the glowing representations of Brazilian emigration agents.

A society for the emancipation of slaves was inaugurated at the military school on the 28th ult.

The tricentenary commemoration of Portugal's great poet, Luís de Camões, will take place in the city on the 20th inst. under the auspices of the Gabinete Português de Leitura. The ceremonies of the day will be opened by the laying of the corner stone of that society's new library building in Rue Luís de Camões, fronting the S. Luiz theatre. The chief event of the day will be the commemorative celebration in the evening in the Dom Pedro II theatre. The programme is divided into three parts; the first, an oration by Dr. Joaquim Nabuco and poems by D. Adelina Vieira and Dr. Moniz Barreto; the second, a one act representation entitled *Tu sei, puro amor*; the third, music.

—A counterfeit treasury note of 200\$ was detected at the Caixa de Amortização on the 31st, where it was offered for exchange. It is said to have come from S. Paulo.

Dr. GUILLASSE, of the French navy, reports that in the early stages of the disease, coffee is almost a specific against typhoid fever. He gives to adults two or three tablespoonfuls of strong black coffee every two hours, alternating with one or two teaspoonfuls of claret or Burgundy wine. The beneficial effect is immediate. A little lemonade or extract of magnesia should be given daily, and after a while quinine should be given.

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—The city council, on the 29th ult., renewed its contract with Pedro Bissosio for four years for the preservation and repair of the street pavements of Rio de Janeiro. The contract calls for an expense of 150,000\$ per annum. This is probably one of the most lucrative jobs in the city, judging from the questionable manner in which the streets are generally repaired.

—The minister of finance has nominated the following officials as a commission to revise the new tariff now in operation: Conselheiro Joaquim Antônio Fernandes Leão, Sr. Antonio Lutz Fernandes da Cunha, Acting-inspector Carlos A. de Sampayo Viana, Inspector (Peranambuco custom house) Fabio Alexandre de Carvalho Reis, Sr. Alexandre Afonso da Rocha Sattamini and José Kiheno da Cunha. The two first are treasury officials; the four last are customs officials.

—The daily mortality reports of the Misericordia hospital show that the total deaths from all causes in this city during the month of May was 941, an average of 30.4 per day. The number of deaths from yellow fever was 105, an average of 3.4 per day. The number of deaths from other fevers was 80, and from consumption 155. The annual average death rate was 34.1 per thousand. The number of deaths from yellow fever in this city from January 1 to May 31 is 1,318, which added to the 164 deaths of foreign sailors at Jurujuba up to April 30, as reported to the British consulate, gives a total of 1,482.

—The total receipts of the Sailors' Mission since our last report (April 15), including 150,000\$ left over from the month of March, have been 2,000,000\$. The expenses during the same period were 2,740,000\$, of which 90\$ were expended for rent, and 180\$ for the salary of the missionary. This leaves a balance of our hand of 165,000\$. We would call the attention of our readers to one item of this report which should appeal strongly to their sympathy. The salary of the missionary, Rev. Mr. Curran, is given as only 184\$ for two months' service. This sum is clearly inadequate for the service rendered, and we hope that the friends of the mission will lose no time in advancing it a sum in keeping with the class and amount of work performed.

—The *Gazeta* of the 1st inst. relates that the glassware and crockery merchants of this city entered a protest with the Commercial Association some time since against the new customs tariff. The association received a committee from the merchants and were convinced of the justice of their protest. A memorial was sent to the treasury by the association in the interests of the merchants whose trade was suffering injuries from the operations of the tariff. After waiting some time for a reply one of the interested parties went to the treasury and there discovered that the memorial was still in the hands of a door-keeper, who had kept it because a stamp was lacking. From this it seems that even door-keepers have the power to inflict vexatious delays and annoyances not only upon an important branch of trade, but upon the leading commercial body of Brazil.

—Among some of the strange proceedings of the police authorities, for which there is no apparent reason, is the custom of seizing upon all 3rd-class passengers as immigrants, transporting them through the city under guard, and sending them up the Dom Pedro II railway to Barra do Piraí. It is well known that many people come out 3rd-class who are not immigrants and who have friends or families here. The sending of such people up country as immigrants is therefore absurd, often very unjust. And as to the immigrants, what cause can there be for carrying them about under guard like condemned criminals? It is an uncommon sight to see these poor people transported through the streets in strongly guarded carts en route to the railway station. It is certainly an ungracious welcome to the poor immigrant who has left his home at the glowing representations of Brazilian emigration agents.

—A society for the emancipation of slaves was inaugurated at the military school on the 28th ult.

—The tricentenary commemoration of Portugal's great poet, Luís de Camões, will take place in the city on the 20th inst. under the auspices of the Gabinete Português de Leitura.

The chief event of the day will be the commemorative celebration in the evening in the Dom Pedro II theatre. The programme is divided into three parts; the first, an oration by Dr. Joaquim Nabuco and poems by D. Adelina Vieira and Dr. Moniz Barreto;

the second, a one act representation entitled *Tu sei, puro amor*; the third, music.

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—According to a statement made by Saldanha

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PROVINCIAL NOTES.

The customs receipts at Uruguyana, Rio Grande do Sul, in April, were 35,188\$322. The *Gazeta*, of Porto Alegre, is publishing a Portuguese version of Dickens' "Oliver Twist."

Curiyba, Paraná, is said to have consumed 8,000-lb. of rockets in honor of the Emperor's arrival.

The foreign consular corps at Fortaleza, Ceará, have given 1,000\$ for the projected orphans colony in that province.

The contract for building an iron fence around the Praça dos Andradas in Santos has been awarded to Messrs. Heyland & Co. for 23,600\$.

The *Gazeta*, of Porto Alegre, opposes the movement to restrict the coasting trade to Brazilian vessels. The *Gazeta* is not an advocate of protection.

A quarrel has broken out between the provincial assembly and president of Amazonas. The whole province is said to resound with thoracic echoes.

A man named João Lopes Salgado, of Moji, Pará, waylaid and killed his own brother, Pedro Jayme de Castro, on the 29th of April. He was captured.

In taking an inventory of the effects of the internal revenue office at Bahia last month, the new warden found 4,793\$ in false stamps stowed away among some old papers in an unused box.

On the 17th ult., the lottery concession projects introduced into the Bahia provincial assembly, provided for 40 of those highly valuable sources of income. And it was n't much of a day for lotteries either.

The *Diário do Grão Pará* says that there is a merchant on the Rio Pará whose name is Aristóteles Tupiabuá, Jury-pauissé Guipendá, Ribeiro de Mello. "A rose by any other name would smell as sweet."

The receipts of cattle at the Pará slaughter house in April were 1,933 head, of which 439 came from up the Amazon, 1,489 from Marajo island, and 5 from the vicinity of the city. The number of cattle slaughtered during the month was 1933.

The *Jornal do Rio* declares itself in favor of protection because Bismarck has adopted it, and the United States has practiced it. For this and other reasons the *Jornal* seems to favor the restriction of the coasting trade and the protection of home industries.

The cost of the public festivities of Curiyba, Paraná, in honor of the Emperor's arrival, was about 115,000\$. The city council borrowed 80,000\$, and the popular subscriptions exceeded 30,000\$. There were also other sums raised whose source is unknown.

The *Província*, of Pará, says that several outbreaks of that city have formally complained of the commanders of the English steamers who bring out goods on their own account to which they give the preference in discharging cargo. Goods are sometimes delayed on board until the commander's goods are landed.

The late Pernambucan papers contain accounts of an unusual number of assassinations, so many in fact that a transcription of them to our columns would take more space than we can spare. The good name of that province certainly requires a more thorough and rigid administration of justice than now exists, judging from the frequent acts of violence reported from all parts of the interior.

The representatives of the press now in Pará with the Emperor seem to be quite unanimous about the worthlessness of the *campos grães*. Will not the Brazilian press now do duty just as those unfortunate Russians to whom the Marquesses family sold extensive tracts of those worthless lands, and who have been treated most cruelly because they left the country rather than starve on them?

A soldier at Rio Grande got into an altercation with some banditti on the evening of the 23rd ult., in a public square, when the women captured him and threw him into a cistern. They then put the cover on this improvised gaol house, and left him to get out as best he could. There was scarcely water enough in the cistern for a plunge bath and too much for a bedroll. After some hours a policeman was attracted to the spot, when the unlucky soldier was released.

Two men named Manoel Anselmo and Nicanor de Vasconcelos entered the house of José Pereira de Matos at Palmeira, Pernambuco, on the 2nd ult., with the purpose of killing one José Matos who happened to be calling there. José de Matos and his mother endeavored to protect their guest and to calm the infuriated intruders, but to no purpose. The assassins not only killed the object of their wrath but the two persons who sought to prevent the consummation of their crime.

Major Manoel Agostinho da Silva Moreira and his son Antônio are residents of Sergipe. The son proposed to marry one of his cousins, and, unluckily it seems, took his father with him to fix matters. How it happened no one knows, but from that time forth the son preferred the father to the son. On the 12th ult., the son called on his cousin where he met his father, and was informed that she had concluded to marry the latter. Asking for a few last words in private, the exasperated lover stabbed the faithless girl and fled. The wounds were not fatal.

In attempting to arrest a disorderly character, known as "Chico Mineiro," at Perniras, S. Paulo, on the 15th ult., a policeman was rendered hors de combat by a club. The policeman sub-delegado called out a detachment of soldiers and an *escrivão* effect Chico's capture. Chico at once met the enemy with a pistol in hand. The *escrivão*, in order to save his precious life and to prevent the defeat of his forces, gave the order to fire, which was done in gallant style. Chico was so completely routed by this that he at once retired into the woods, thus evading capture.

The epidemic of yellow fever at Santa Catharina has nearly disappeared.

The latest papers from Paraná report two assassinations in that province.

The Emperor is said to be greatly dissatisfied with the public schools of Paraná.

The *Intendente* of Cuiabá, Mato Grosso, complains of the ragged state of the paper money now circulating in that province.

The president of Santa Catharina has opened a credit of 8,000\$ for public relief, to meet the expenses incident to the late epidemic of yellow fever there.

According to the *Gazeta* correspondent the expenditures at Curiyba in honor of the Emperor's arrival were 130,000\$, and in the whole province over 260,000\$.

Antônio Rodrigues and two companions got into a dispute at Poiso Alegre, Minas, one day last month as to which could sing the best. Antônio's voice is heard no more.

The corner stone of the penitentiary at Curiyba, Paraná, was laid on the 2nd inst. The Emperor, together with those members of his party who had been found, were present.

The São Paulo papers are acknowledging the receipt of a pamphlet from the city council of Rio de Janeiro, explaining the charges made against it for mal-administration.

The *Intendente* of Rio Claro, S. Paulo, has called the editor of the *Correio d'Or* to an account for publishing two editorials on "demoralized police." The police of that place are too good and pure for newspaper criticism, it would seem; for, according to sworn charges, they only break into *casas* where they drink a foreigner's *cachaca*, smash his furniture, cut holes across the face with their swords, call in all the vagabonds to get drunk with them, and decline payment. They're nice now—those Rio Claro police! We are not at all surprised that the editor of the *Correio* has been called up for slandering them!

Thirty-four river barges left Sabará, Minas Gerais, on the 10th ult., with machinery for a cotton factory at Montes Claros in the extreme north of that province. The barges will carry the machinery down the Rio das Velhas and Rio São Francisco to a point near Montes Claros, whence it will be transported overland some twenty leagues. The barges will carry the machinery in the United States, and on reaching its destination it will have transported some 5,000 miles by sea, 364 kilometers by carts again. It has been delayed some time in Sabará awaiting transportation down the river. The establishment of cotton factories so far in the interior of Minas speaks well for the enterprise of the people of that province and may be accepted as a good omen for the future. These factories have already attained a no mean success in their enterprise, as they are already supplying a large part of the cotton goods consumed throughout the interior.

Claims for SALVAGE SERVICES.

In the Admiralty Division, on Monday [April 26], an action was brought by the Weymouth and Channel Islands Steam Packet Company, the owners of the paddle-wheel steamer *Aquila*, against the owners of the schooner *Agnes Brown* for salvage services. The *Aquila* while coming from the Channel Islands with passengers and mails on the 16th of February last, came up with the schooner in about mid-channel. The schooner had lost her foremast and several spars and sails, and was rolling heavily and leaking. At the request of the master of the schooner the *Aquila* was steamed round to the leeward of her, and a rope passed to hold her fast on the *Aquila*. After the towage had lasted a quarter of an hour the latter parted. Two more hawsers were then made fast, and though one of the hawsers afterwards broke, the towage was continued with the remaining hawser until the ship arrived in Portland Roads on the following morning, after about ten hours' towage. The schooner was laden with a cargo of locomotive engines, &c., bound from Antwerp for Brazil, and her total value was about £700. The defendants tendered the sum of £200. His lordship overruled the tender, and awarded the sum of £400, with costs.—*Liverpool Journal of Commerce*, April 28.

MESSRS. P. & T. Collins, contractors of the Maderia and Mamoré railway, have petitioned the Congress of the United States to instruct the President to lay their claim before the British government, in order that their right to recompensation for work done shall not be destroyed by the late decision of the House of Lords. They claim that they undertook the work of construction in good faith and on the security offered by this trust fund and by the promises of the Bolivian government. Their expenses and liabilities amount to nearly a million dollars.

Mauricio Swain,
Mechanical Engineer
CURIYBA, PROV. OF PARANÁ.

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